

S-237

HOWARD (skipjack)  
Wenona, Maryland

HOWARD is a 45' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 15.3', a depth of 3.1', and a net registered tonnage of 8. She carries a typical skipjack rig of a jib-headed mainsail and a single large jib with a club on its foot. Built in 1909 in Deep Creek, Virginia following traditional Bay design and construction methods, HOWARD is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. HOWARD is of special interest as being one of the 19 surviving working skipjacks to have been built previous to 1912.

Survey No. S-237

Magi No.

DOE ☐ yes ☒ no

# Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

## 1. Name (indicate preferred name)

historic HOWARD

and/or common

## 2. Location

street & number Lower Thorofare n/a not for publication

city, town Wenona n/a vicinity of congressional district First

state Maryland 024 county Somerset 039

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Captain Stanley Daniels

street & number telephone no.: 784-2180

city, town Wenona state and zip code Maryland 21870

## 5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number folio

city, town state

## 6. Representation in Existing Historical Surveys

title Survey of Surviving Traditional Chesapeake Bay Craft

date 1983-1984 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state MD 21401

## 7. Description

Survey No. S-237

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move      ☐ n/a

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 45' long two-sail bateau, or V-bottom deadrise type of centerboard sloop, commonly referred to as a skipjack. Built in 1909 in Deep Creek, Virginia using typical Bay area cross-planked construction methods, she remains active as a sailing oyster dredgeboat. The vessel has a beam of 15.3', a depth of 3.1', and a net registered tonnage of 8. She carries a typical skipjack rig consisting of jib-headed mainsail and a large jib, and has a long bowsprit, a longhead or clipper bow, and a square (transom) stern. The wooden hull is painted the traditional white.

HOWARD has a straight, slightly raking stem and a longhead beneath the bowsprit. She is square sterned, with a flat transom with little rake. The rudder is hung outboard on pintles with a chock, or jig, for the pushboat located to starboard of the rudder. Guards are mounted on the side of the hull to protect it from the bumping of the dredges.

There is a single mast set up with triple shrouds with lengths of chain at the ends, as well as a forestay, jibstay, and topping lift. The sails, both jib and main, are furled with the aid of lazyjacks. The boom is jawed to the mast and the sail is carried on wood hoops at the mast and laced to the boom. The large jib has a club on its foot. The white-painted bowsprit is set up with double chain bobstays and chain to bowsprit shrouds. In addition to the sail rig the skipjack carries a motorized pushboat suspended over the stern on davits. The pushboat can be chocked to the skipjack's stern to push it.

The vessel is flush-decked and surrounded by a lograil forward and a pinrail aft. There are several deck structures including a tall cabin trunk with a full-length companionway door and slide set to starboard. There are dredge rollers set into the rails amidships, and oystering gear and equipment on deck.

The skipjack is painted white with tan trim on the pinrails and black-painted davits. The wheelbox, wheel, and roof of the cabin are painted bright green. The top of the pinrail is painted red and this color is also striped from the hull, just below the guards, onto the longhead. The vessel's name is painted on the bows in block letters and red trim outlines the trailboard area on the longhead.

## 8. Significance

Survey No. S-237

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1909 Builder/Architect Unknown

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ none

Level of Significance: ☒ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

HOWARD is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1909 in Deep Creek, Virginia following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building and is presently based at Deal Island. The vessel is one of the 21 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. A recent addition has been an alteration to her tall cabin trunk to accomodate a full-length doorway to the companionway, a modern improvement designed to made access to the cabin easier.

## 9. Major Bibliographical References

Survey No. 5-237

See Thematic Group nomination cover form, Continuation Sheets  
No. 8-13.

## 10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Deal Island, MDQuadrangle scale 1:24000UTM References do NOT complete UTM references

A 18 416870 4220240  
Zone Easting Northing

B                    
Zone Easting Northing

C                  

D                  

E                  

F                  

G                  

H                  

### Verbal boundary description and justification

This working vessel is usually docked at the location indicated in Item 2. Historic boundaries are coterminous with the hull.

### List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Anne Witty/ M. E. HaywardRadcliffe Maritime Museumorganization Maryland Historical Societydate May, 1984street & number 201 West Monument Streettelephone (301) 685-3750city or town Baltimorestate Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-237

Magi No. 2002375733

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic HOWARD

and/or common

## 2. Location

street &amp; number \_\_\_\_\_ not for publication

city, town Wenona \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district \_\_\_\_\_

state Maryland \_\_\_\_\_ county Somerset

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Captain Stanley Daniels

street &amp; number \_\_\_\_\_ telephone no.: 784-2180

city, town Wenona \_\_\_\_\_ state and zip code Maryland 21870

## 5. Location of Legal Description

courthouse, registry of deeds, etc. \_\_\_\_\_ liber \_\_\_\_\_

street &amp; number \_\_\_\_\_ folio \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

## 6. Representation in Existing Historical Surveys

title \_\_\_\_\_

date \_\_\_\_\_ federal ☐ state ☐ county ☐ local ☐

pository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

## 7. Description

Survey No. S-237

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved      date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

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## 8. Significance

Survey No. S-237

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
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<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1909	Builder/Architect	Unknown
check: Applicable Criteria:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D		
and/or			
Applicable Exception:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G		
Level of Significance:	<input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local		

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 36 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

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## 9. Major Bibliographical References

Survey No. S-237

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)H.I. Chapelle, Chesapeake Bay Skipjacks (St. Michaels, Md: CBMM, n.d.)

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A 

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Zone Easting NorthingB 

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Zone Easting NorthingC 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification \_\_\_\_\_

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

## 11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society

date 5/84

street &amp; number 201 W. Monument St.

telephone 685-3750

city or town Baltimore

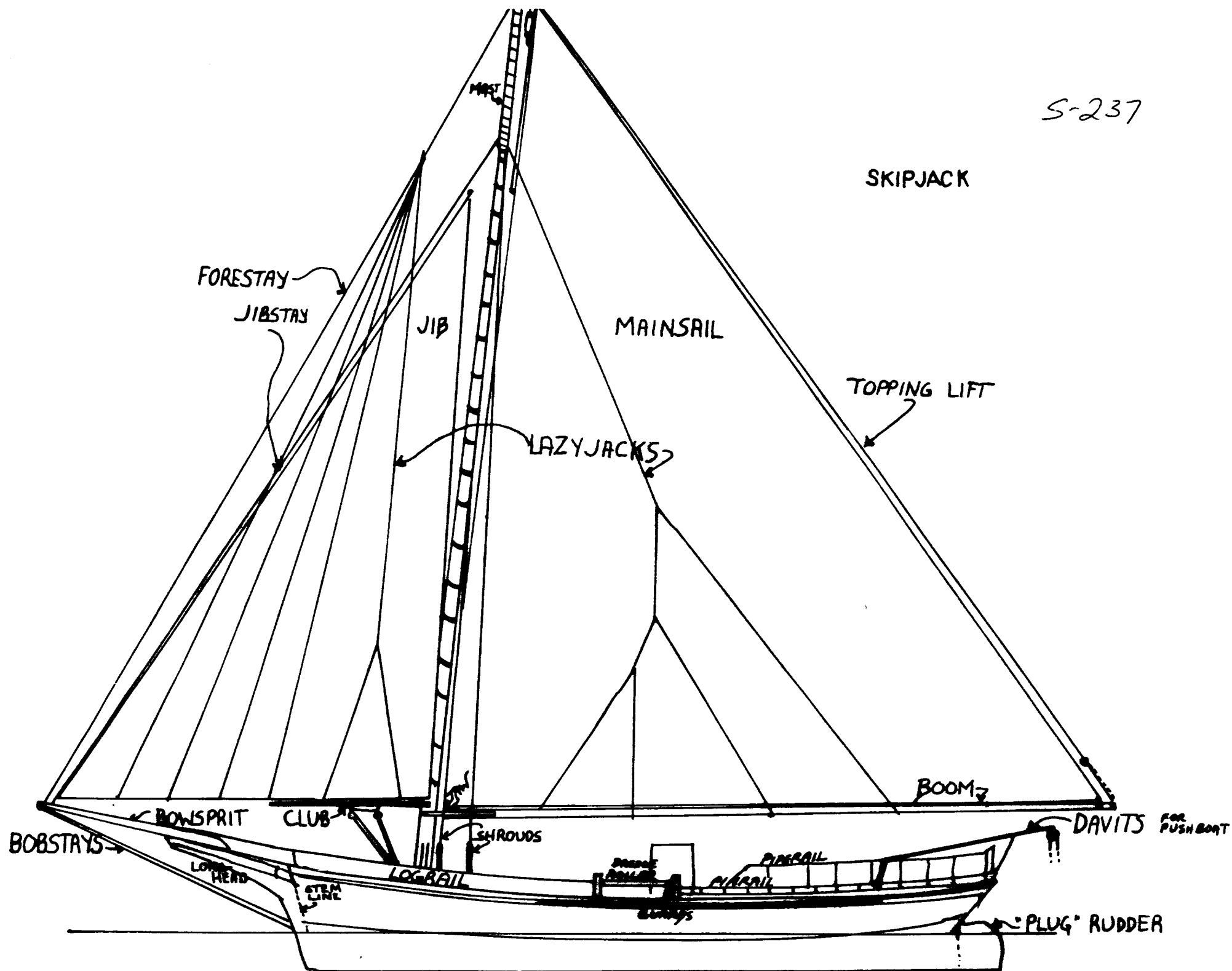
state Maryland 21201

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return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

S-237





S-237

HOWARD  
Wenona, Md

starboard side sail  
M.C. Wootton

11/83







436-8

S-237

HOWARD  
Wenona, Md

starboard bow  
M.C. Wootton

~~11/83~~ 7/84